

Disastrous Prairie Fire.

One of the most disastrous prairie and forest fires that has ever swept New Mexico started last Saturday in the country north of Roswell, and in forty-eight hours destroyed all the grass and timber in an area of 400 or 500 square miles. Herds of cattle and flocks of sheep were driven before the fires into the mountains, fences have been burned for miles and it is thought the loss to sheep and cattle men will be great. There were no towns in the track of the fire, and ranches are far apart. No loss of life has been reported, but a number of cowboys and sheep herders who were working directly in the path of the flames have not been heard from. For 25 miles along the stage road between Torrance and Roswell the forage has been destroyed.

Carrazozo News.

Seed Oats for Sale

Enquire of A. J. Crawford.

Your horse gets the best care at City Stables.

Baptist Church.

Preaching on Sunday by the pastor at 11 A. M. Sunday School 10 o'clock. Young People's Meeting 7.30 P. M.

SLAG-ASPHALT ROAD.

Government's Tests to Provide a Dustless Highway.

NOVEL USE FOR MOLASSES.

Waste Product of Sugar Refineries Utilized as Binder For a "Candy" Highway Near Newton, Mass.—Oil Tried in Kansas.

Chicago is to have a dustless road, and Superintendent M. J. Doherty of the department of streets and the superintendents of all the park systems are awaiting the result of the experiment with interest.

The road will be constructed of blast furnace slag combined with asphalt or tar by the office of public roads of the United States department of agriculture. It will be one of a number of experiments conducted by the department in the effort to give the nation dust proof thoroughfares. Possibly the road will be constructed in one of the south side parks.

If the results are as satisfactory as the preliminary conditions indicate, the slag asphalt or slag tar roads will realize the hope of the scientists for both the utilization of byproducts and the attainment of a dustless road.

The road to be constructed in Chicago under the supervision of Chief Engineer Vernon M. Belve will be of slag and asphalt. It will be carefully observed during the trying months of winter. If in the spring it has been established that this class of road remains firm, does not rut, sheds water and makes but little dust, a vast step forward will have been taken in road building.

More novel than this, however, the office of public roads has been preparing in the east to lay a stretch of what facetious writers are almost certain to label a "candy" road. In all flights of fancy it is probable that no body except a scientist would go so far afield in research as to adopt molasses as a road building material, but that is exactly what has been done

and in greater quantities. In laboratory experiments it behaved so well and held out such promises for ideal roads that the practical test of a real road was decided upon.

"Slag as the useless byproduct of the blast furnaces and molasses as the useless byproduct of the sugar refineries," a circular issued by the office of public roads says, "may in a few years revolutionize country road building, create a demand for more extended roads in the United States, where those products are most easily to be had, and add millions to the wealth of the country by putting a cash value on hitherto waste material."

"While experts are laboring with these experiments in the east, south and middle west, another scientist, also from the office of public roads, is engaged at Independence, Kan., in trying to devise a method of constructing oiled roads analogous to the methods which have produced the famous oiled roads of southern California. He is mixing heavy oils, possessing pronounced asphaltic bases, with natural soil and sand and compacting the preparation so formed with a tamping roller."

"The oiled roads of California have saved millions of dollars to the farmers and fruit growers of that fertile state in the last few years by suppressing the dust that formerly arose in blinding clouds with the passing of every vehicle. Those dust clouds, floating to adjacent fields and orchards, depreciated the price of farm produce and lowered the values of real estate to a startling degree. The sprinkling of oil was tried, and the dust was held in check. Then some of the road were plowed and the oil mixed with the earth and the mass firmly rolled to a properly crowned surface. Splendid results followed in most instances."

Banks Make Donation For New Roads.

As a starter for a fund to construct a new road from Hook river bridge to the town hall in Henry township, Ill., three banks in Moline, Ill., have donated \$1,000 toward the fund of \$20,000 which will be raised for the expenses of the road. Each bank gave one-third of the amount. It will mean a great deal to the city of Moline, as it will be a direct thoroughfare to the south end of the county. The road will be a regulation state road and will allow ample room for any kind of vehicles to pass.

Battleships New and Then.

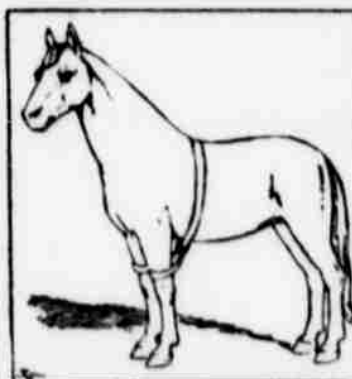
A battleship today is not the same as a battleship in Nelson's day. The old wooden three decker could only be destroyed by long and desperate close quarter fighting. It would stand hours of battering. It would take hundreds of shot and still be capable of fighting. But today one unlucky shot, one blow from a torpedo, and the great fighting machine is a heap of scrap iron—London Graphic.

Bulls Spoiled by Kindness.

Dr. George M. Twitcheell writes as follows in Maine Farmer: "I saw a good bull the other day which was being spoiled by kindness. He had not been out of his little pen for more than a year. His feet were all out of shape, and naturally he was crabbed and surly. Who wouldn't be under such treatment? It is simply inhuman, but it's common. A day or two later I saw another in a well fenced enclosure, with an overhead wire firmly attached to strong posts, set forty feet apart at the ends of the pen, and a chain connecting the bull's nose to the wire. Here he traveled day after day, the fence too high for him to see other cattle, but with plenty of room for exercise. The good nature of this animal told of the success of humane treatment. It is not only cruelty to keep a bull closely chained day after day and year after year, but, more than that, it will ruin the disposition of an otherwise kind animal. The law of environment holds here, and the bull suffering for exercise cannot be as good a breeder as his neighbor made comfortable in every way. Try it."

Hobbling a Running Horse.

To hobble a horse fasten a surcingle about the animal's body, having two short straps on the underside to buckle loosely around the fore legs, and drop about halfway to his knees. This does



FOR THE UNBULY HORSE.

not interfere with walking or feeding, but the animal cannot run and is therefore easily caught. As it also prevents jumping, says Prairie Farmer, it is also a good thing to apply to unruly cattle.

PARK IMPROVEMENT.

Reaction Against Former Absurdities Is Observable.

Of late years our parks have become much more restful and satisfying than they were in days of long ago. There was a period of years when every park was full of bizarre effects in carpet bedding, these beds often being given the most conspicuous positions, as though nothing better could be presented to the public. The truth of the matter is that the parks should first present a restful appearance and effect. Broad expanses of lawn and long vistas across greenward and water or both should be the first glimpse to be seen by the visitors to a large park, says the Los Angeles Times. In smaller areas, in more formal surroundings, carpet beds of quiet and simple design are permissible, especially for the purpose of showing flowering plants. In large parks, where more naturalness is in evidence, the flower beds should appear as incidentals in plantation borders or in recesses in the woodland or shrubbery masses.

Carpet beds have usually marred our parks as much by the use of hideous colors as by ugly designs. There is no beauty in purple beet tops, yet much of the material used is of the same "moribund" hue, or some variegated vagaries in foliage are used when beet tops are scarce. It is just as easy to use plants that are beautiful in themselves as these colors of enmity with all that we call beauty in garden vegetation. There has of late been a marked reaction against these absurdities that shows a more healthful public taste, and the words of disapproval publicly and privately called forth by wall paper designs and colors in our park bedding are an indication of an improved general taste in gardening. Carpet bedding has for many years been gradually on the wane, and it may be expected to continue until we have the unbroken charm of fine stretches of restful lawn without these bizarre effects.

A rule which should be at all times observed in landscaping, either public or private gardens, is that edges of lakes or water courses should never be bare except for boat landings in certain spots. No path should touch the water's edge except occasionally, and a border plantation of varying width should always be kept between path and water. This is a fundamental rule too often violated in both park and garden.

BEAUTIFUL BLOCK SYSTEM.

How to Arrange Trees Along Streets and Parkways.

The question has frequently been asked if the uniform planting of streets necessarily involves placing the trees at uniform distances apart. As the writer uses the term uniform it does not—in fact, if the width of the parkway allows, street trees should be grouped rather than planted singly. It is just as well to preserve a uniform spacing unless such interferes with drives or paths leading into private property or obscures some exceptionally fine view from same. In such cases it is best to so adjust the trees that certain ones may be several feet removed from the position wherein uniform spacing would place them, but in any event plant street trees.

Those taking up neighborhood or community improvement should obtain expert opinions as to how best to plant whole blocks along the front property line. At present we either find ugly fences, dirty and conventional hedges or, what is still worse, the "open lawn front."

Workers for the beautiful block system should see that after uniform street trees there follows uniform treatment of parkways, says the Los Angeles Times. For this purpose grass looks well, but is hard to maintain under much shade. When a street is first planted and before the trees are much in evidence whole blocks of parkway planted to scarlet verbena make an impressive sight, and the plants require as little care as any that may be obtainable. If one objects to scarlet or lurid and luminous shades, white verbena may be used. Uniformity of street planting shows very plainly a spirit of co-operation and friendly neighborhood feeling, a desire to create real beauty and relegate personal wishes to the background when questions of community interests are at issue. Only with such a spirit prevalent may the maximum amount of civic beauty be obtained. Furthermore, where all agree on a method of planting or treatment all take a pride in maintaining their own frontage up to a reasonable standard. In time this co-operation extends to other matters, and almost before we are aware we are living in the "city beautiful."

During the summer thrushes get up before 3 o'clock in the morning and don't go to bed until after 9 o'clock at night. So they work nearly nineteen hours. Blackbirds are not so industrious. They work only seventeen hours, but during that time they feed their little ones forty or fifty times.

GOOD HIGHWAY HELPS

How to Solve the Problem of Clean Roadsides.

DESTROY NOXIOUS WEEDS.

Build Good Fences in Front of Farms. Use the Drag and Harrow Until Cold Weather—Tip on Improving Sand Roads.

It is encouraging to see the attention that is being paid to good roads all through the United States. Various state organizations are taking the matter up, national conventions are being held, and an international meeting was recently called to convene in France. Everything points toward better highways, better facilities for marketing crops and better conditions for the farmer.

A good road brings one nearer to his neighbors, nearer to his church and school and nearer to his market. The time will soon come when one will speak of a farm as being ten minutes distant from town rather than two miles. The popularity which the automobile is rapidly acquiring among farmers will promote this good roads movement.

In line with this movement the following suggestions on the improvement of roads are of value.

There is a splendid opportunity for the individual to help the good work along by taking care of the roads in



HOW WEEDS DESTROY THE APPEARANCE OF A ROAD.

front of his own farm. There is no surer method than to take pride in the road that goes past your door. D. Ward King began his successful road drag campaign in this way. It has spread from a little Missouri town to all parts of the world.

There is one line of road improvement that is more easily carried on than any other and consequently is more frequently overlooked. Every roadway can be kept free from noxious weeds with comparatively little labor if the matter is taken up promptly. Each weed that matures bears a more prolific crop of seed than its predecessor. If the fence corners and the roadside are kept free it will be an easy matter to exterminate the undesirable weed pests which are coming to be a decided problem. If you cannot drag your road you can at least have regard for your adjacent field to keep the weeds from growing along the roadside.

When time, labor and money have been expended upon the beds of country roads and highways there is the hope of compensation in the way of improvement.

If the farmer west of the Mississippi is blessed with a good road leading to and from his farm, why shouldn't he pay some attention to the roadside?

There are instances where he has an excuse. A rank growth of weeds and briars may be more pleasing to look at than the fence they hide, but where land is worth \$30 or more per acre he forfeits that excuse. A good, well constructed fence along the highway will arouse a certain amount of pride, which acts as an incentive to get busy with the scythe and ax and clean up.

Many county supervisors and members of the town Good Roads association are advocating the building of a good highway fence, one which will be an effective guard against trespass and add beauty to the landscape as the real solution of the clean roadside problem.

Most of the road tax has been worked out. Presumably country roads will need no further attention until next summer, but they do just the same. They must be harrowed, dragged and leveled continuously until fro-

zen solid. This is easy; this is important. Neglect it and the vast amount of work and money expended will be largely wasted. This is the weakness of the present system of road management in the middle west. The work is not economically done. There has been some improvement of late years, but not much. Let the farmers help by dragging and harrowing newly made or repaired roads until cold weather.

A good way to improve a sand road is to spread a coating of clay over it with a manure spreader.

Care of Cream.

The following advice is being sent out to patrons of a Missouri creamery company:

Do not keep cream in damp, moldy cellars or in hot sheds or outhouses, but in light, airy, cool places, away from bad odors, dust and dirt.

Do not milk in unclean pails or keep cream in dirty vessels, but in clean, scalded receptacles, always open for air, but screened against insects or vermin.

Do not keep the separator in the barn, but in some clean, airy room, away from dirt and dust.

Wash the separator after each skimming, for the wandering microbe loves the separator fifth and multiplies a millionfold therein.

Always clean the cow's udders and sides before milking and also the hands, and do not milk in dusty stables, amid falling hay and dust.

Boulevard Between Pacific Coast Cities.

T. H. Bellingham, former councilman of Tacoma, Wash., has a plan for a Tacoma-Seattle water view boulevard which he is taking up with the Good Roads and other associations. The road would run along a series of bluffs which afford a wonderful site for a boulevard. As for the practical plans, it is believed that property owners would be glad to donate the rights of way. The cost of construction would be met partially at least by popular subscription.

WINTERING THE COLTS.

Proper Care and Feed Mean Greater Profit For the Breeder.

I often hear men say that they try to cost their colts through the winter just as cheaply as possible, and then they will go on to the pasture in the spring and soon regain their loss. I do not find this a profitable way, as they will never be what they would have been if they had been properly cared for at the right time, says a successful horse breeder.

No colt should start into winter this in flesh. If he does he is likely to come out very thin and worth less than when weaned. The first winter determines largely the fate of the colt, so I always aim to have mine fat and sleek by stabling time. I often have colts low in flesh at weaning time, but always aim to have these same colts in good flesh before real cold weather sets in.

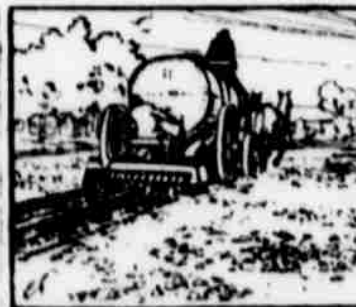
I have a little trough for the colt and tie the mare so she cannot get to the colt's feed. When I get ready to wean I shut the colt in a clean and roomy box stall, with plenty of good, clean wheat straw for bedding, and leave it there until weaned. I give the colt at first one quart of new cow's milk, sweetened a little, morning and night; if a road colt, three pints of crushed oats and bran, half and half; if a draft colt, two quarts of the same kind of feed at each feeding. As the colt becomes accustomed to eating grain and drinking milk I gradually increase the grain allowance and also the quantity of new milk within ten days to two quarts. I then add to the milk one quart of warm water and a handful each of middlings and oilmeal.

After two or three weeks I change from new milk to sweet skimmed milk and make sure that it is sweet and the vessel used is well cleaned. I like a wide mouthed gallon tin bucket best, as it is easy to keep in proper condition. I gradually increase the oilmeal and middlings in the milk until I have two or three handfuls of each for a big, growthy colt.

After six or eight weeks of such feeding your colt will be fat and sleek, and you can then drop the milk and slop and feed a liberal allowance of crushed oats, bran and an ear of corn shelled in it now and then for variety and frequently a handful of oilmeal. I have had large, growthy draft colts at one year of age consume from two and one-half to three gallons of such food a day.

His Wife Helped.

Flaxman, the artist, who ever maintained a new modern view of his own talents, married before he had acquired distinction, though regarded as a skillful and exceedingly promising pupil, and when Sir Joshua Reynolds heard of the indiscretion of which he had been guilty he exclaimed, "Flaxman is ruined for an artist." But his mistake was soon made manifest. When Mrs. Flaxman heard of the remark, she said: "Let us work and economize. It shall never be said that Ann Flaxman ruined her husband as an artist." And she, a household



ROAD WITH SLAG FOUNDATION.

Assistant Chemist Prevost Hubbard of Director Page's scientific corps has been leveling a half mile stretch of road near Newton, Mass., for the laying of the first molasses road.

This molasses is the almost useless byproduct of the great cane sugar refineries of the south and the beet sugar refineries of the west and southwest. It is sickly sweet, nearly as black and as thick as tar and almost as powerful as a blinder. Having always been a waste product, it can be bought at a lower price than coal tar